SHRIMATI USHA MALHOTRA: Sir, I would like to know from the honourable Minister whether serious efforts have been made to identify the problems because Sir, as I see it, there should be some sort of a record which should be maintained by the railway authorities when the loading is done. If your officers go and conduct some inquiry, it should be on the basis of some records. Now, what do the records reveal? I would like to know from the Minister whether such records will be maintained and the inquiries will be conducted on the basis of those records because then he would be able to identify the problems on the spot also. You cannot just beat about the bush saying that you do not know whether it is here or somewhere else, whether it is due to pilferage or whether it is due to some anti-social elements trying to pilfer some quantity of the coal. We have to see what we load and, after that, it is the responsibility of the Railways and, afterwards, it is a matter between the police and the Railways and then we can make efforts to improve the services. Is the Minister aware of this and what will he do to take care of the problem?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, we have identified what the difficulties are and it is not that we have not identified. As have suggested, number one, there are the transit difficulties. You see, some mafia gangesters are always there and it is very difficult to protect against pilferages against these mafia gangsters. If you have any idea of the coalfields, you will understand what a mafia gang is, for example, Dhanbad. It is an impossible situation there, you see, and you cannot shoot everybody. That is something of an abnormal situation there.

SHRI PRAVATHANENI UPENDRA: It means the law and order situation in Bihar has broken down.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Anyway I quite appreciate. ...

SHRI PARAVATHANENI UPENDRA: Then dismiss the Bihar Government.

SHRI A. B. A. GHANI KHAN CHOUDHURY: ...the concern of the honourable Member and I assure her that we are acquainted with the problems and we are trying to tackle the problems. But the problem is not an easy one.

MR. DEPUTY CHAIRMAN: Yes, Question No. 244.

Adulteration of food-stuffs

*244. PROF. B. RAMACHANDRA RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of wide-spread adulteration of food stuffs which is largely responsible for the ill-health of the people;

(b) whether Government are also aware that certain factories are manufacturing fine grains of sand for purpose of adulteration in rice; and

(c) if so, what measures are proposed to be taken to give punishment to these offenders?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KUMUDBEN M. JOSHI): (a) The Government are seized of the problem of adulteration of food stuffs.

(b) and (c) No information is available about factories manufacturing fine grains of sand for adulteration of rice. However, persons manufacturing, selling, storing and distributing articles of food containing inorganic foreign matter including sand, gravel, dirt, pebbles, stones, lumps of earth, clay and mud and not conforming to the standards under the PFA Act, are liable for punishment under the provisions of the PFA Act.

PROF. B. RAMACHANDRA RAO: Mr. Deputy Chairman, Sir, you are aware that most of the health problems in our country are due to water

pollution and food adulteration. It is reported that in our capital city 25 to 30 per cent of the food is adulterated, and in Tamil Nadu and other places it is reported that there are special stone grinding machine which prepare fine grain of stones to be mixed with rice of any shade or colour. It is also reported that groundnut oil is adulterated with a cheap variety of oil called Palmolene whose mixing cannot be detected easily by chemical methods unless the adulterant oil is more than 40 per cent. I was told that the consumer education and Research Centre at Ahmedabad has brought to the notice of the Government that adulteration is more among the rural areas rather than the urban areas because the rural people do not go to complain. In view of this, may I ask the Hon. Minister what steps are being taken by involving, let us say, the consumer societies, to detect adulteration and bring the culprits to book? What is the percentage of samples collected and sent to public analysts which are reported as unadulterated? What is the average time taken for the sample to be analysed and reported upon? What is the average time taken for a case to be convicted in a court of law?

MISS KUMUDBEN M. JOSHI: Sir, I have the figures with me so far as the number of samples analysed and percentage of samples found adulterated are concerned. In 1979, 24071 samples were analysed, and the percentage of samples found adulterated was 4.3, in 1981 it was 4.1 and in 1982 it was 4.4 per cent.

Sir, as the hon. Member is also concerned the Government is more concerned so far as the adulteration problem is concerned in this country. This provision has to be implemented by the State Governments. We have told them and we are also discussing it with them and we are thinking that a more perfect administration should be established at the State headquarters and also within the State so that they can take care of the food adulteration. But the figures which the hon. Member has just now given—more than 30 per cent—I don't think these are correct. I do not agree with this.

PROF. B. RAMACHANDRA RAO: My second question is very simple. It appears that public analysts are influenced by the vendors to see that samples are declared as unadulterated. Is the Government contemplating to see that the samples are numbered and the source and the name of the vendor is not disclosed to the public analyst? I would also like to ask the Government whether they are contemplating to modify the Prevention of Food Adulteration Act so that the Food Inspectors can be given more powers to send the investigation report direct to the court as in Section 173 of the Criminal Procedure Code.

MISS KUMUDBEN M. JOSHI: The Food Adulteration Act was enacted in 1964. It was amended in 1974 and again amended in 1976. So far as the samples are concerned and lebelling is concerned, it is impressed upon the State Governments and the laboratories to give it a secret number, and they change the numbers also. Neither the vendor knows about that number nor the people who are testing the sample are aware of it. That is why we are trying that the vendor should not be able to have access to the testing laboratory and manage with those people and play mischief in collusion with them. Now we have changed the whole procedure.

श्री रामानन्द यादव : मान्यवर, फूड में खाद्य-पदार्थों में मिलावट चरम सीमा पर पहुंच गई है। टी डस्ट में टेनरी का ऊपर का स्क्रैप चमड़े का बुरादा मिला दिया जाता है। गोल मिर्च में पपीते का बीज मिलाया जाता है। आटे में माटा उजली मिटटी मिला दी जाती है और जो भी पीसकर मिला दिया जाता है। हल्दी में लकड़ी को रंग करके पीस कर मिलाया जाता है। मसाला धनिया में मान्यवर अभी दिल्ली के एक अखबार में निकला था कि घोड़े की लीद मिलाई जाती है।

SHRI SURESH KALMADI: That is your party's mixed economy.

SHRI RAMANAND YADAV: You are yourself adulterated. The whole human race is adulterated and we are moving towards an adulterated human society.

माननीय सरसों के तेल में लाल मिर्च को कूटकर उसका झाग डालकर मिलाया जाता है ताकि उसमें झाग निकले और नाक पर सूंघा जाय तो मालूम हो कि बहुत अच्छा सरसों का तेल है ।

श्री उपसभापति : आप सवाल पूछिए क्या किया जाए ?

श्री रामानन्द यादव : श्रीमन, कानून तो स्टेटों में भी बने हैं और सजा भी उनमें देने की व्यवस्था है लेकिन सजा किसी को नहीं होती है । जितने कानून के अधीन केसेज स्टेटों में चलाये जाते हैं उनके अनुसार सजा नहीं होती है । प्रथम प्रश्नकर्ता ने बड़ा सुन्दर प्रश्न पूछा कि देहातों में अधिक अडल्ट्रेशन होता है । देहात के लोग पढ़े लिखे नहीं होते है । देहातों में इंस्पैक्टर बहाल किये गये हैं सप्लाई विभाग की तरफ से जो जांच करते हैं सप्लाई विभाग के अफसर वहां बहुत कम जाते हैं । अगर कभी गये और सैंपल ले लिया और चले आये और केसेज फाइल भी हुये तो कम्प्रोमाइज हो जाता है या सरकार की तरफ से कोई तवज्जह नहीं दी जाती है, उनकी प्लीडिंग ठीक से नहीं होती है । सरकार वकील भी अच्छे नहीं रखती है । मेरा प्रश्न यह है कि क्या सरकार स्टेट गवर्नमेंट्स को इस बात की इजाजत देगी कि अभी जो आपके ऐक्जिस्टिंग कानून हैं अडल्ट्रेशन को रोकने के वे जिस लेवल में अडल्ट्रेशन होता है, उसको डील करने के लिये उपयुक्त नहीं है, तो आप उसमें परिवर्तन करेंगे या राज्य सरकारें उनमें परिवर्तन करें, इस तरह की ऐडवाइस उनको देंगे ? क्या सरकार यह भी सोचती है कि केन्द्रीय स्तर पर इस तरह के कानून अडल्ट्रेशन के सम्बन्ध में बनाएगी ?

श्री उपसभापति : वह तो बना है कानून ।

श्री रामानन्द यादव : मै सरकार से जानना चाहता हूं कि आप अपने स्तर पर और राज्यों के स्तर पर अडल्ट्रेशन को रोकने के लिये कौन से सक्रिय कदम उठाने जा रहे हैं ?

कुमारी कुमुद बेन एम० जोशी : महोदय, भारत सरकार का जो कानून है उसके मुताबिक जो पीनल्टीज हमने फूड अडल्ट्रेशन में रखी हैं वे हैं—(1) यदि अडल्ट्रेशन फूड स्टाक्स में मिले तो 6 महीने का इंप्रिजनमेंट और फाइन न्यूनतम एक हजार रुपया । It is upto life imprisonment, etc. for causing death or grievous hurt.

पेनल्टी सब है लेकिन इम्प्लीमेंट स्टेट गवर्नमेंट को करना है । इसलिये हमने स्टेट गवर्नमेंटेस को एक नहीं, कई बार मैंने और मेरेसीनियर कलीग ने मिल कर काफी चिट्ठियां लिखी है । एक तो उनसे कहा कि लेबोरेटरी पूरी तरह से इक्यूप्ड हो, क्वालीफाइड परसन उसमें होने चाहिये । फूड डिपार्टमेंट अलग होना चाहिये विद टेक्नीकल पर्सन्स so that they can take care of these problems. Not only that.

दूसरे स्टेट लेवल पर एडवाइजरी कमेटी बनानी चाहिये और अब तो हमने कहा है कि डिस्ट्रिक्ट लेवल पर भी एडवाइजरी कमेटी बने लीगल सेल बने ताकि हमें इस काम मे मदद मिले । रामानन्द यादव माननीय सदस्य की जो भावना है वह सही है लेकिन उन्होंने जो लिस्ट दी इस बारे में कहना चाहती हूं कि सारे स्टेट्स को हमने जो लिटरेचर बनाया है एजूकेटेड कन्ज्यूमर्स के लिये वह लिटरेचर भी आनरेबल सदस्य को देना चाहती हूं ताकि उनको पता चले कि कौन-कौन सी चीज कैसे कैसे एडल्टेट की जाती है ताकि कानून पर अमल करने के लिये आप हमारी मदद करें । उनके एरिया

में भी जो चल रहा है उसमें भी वह सरकार की मदद करे ।

Optimum use of Ring Rail Service in Delhi

*245. DR. LOKESH CHANDRA:†
SHRI T. THANGABALU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the electrified Ring Rail service in Delhi is not being put to full use and several coaches have been diverted to other metropolitan cities;

(b) if so, what are the reasons therefor;

(c) whether any schemes are being drawn up to make fuller use of the service with increased frequency with a view to relieving congestion in the buses in the capital; and

(d) if so, what are the details thereof and when these are likely to be brought into force?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): (a) to (d) A Statement is laid on the Table of the Sabha.

Statement

(a) and (b) The Ring Railway in Delhi has not gained popularity mainly on account of disinclination of the commuters to patronise bi-modal form of transport. The Ring Railway was completed, in the initial stages mainly with a view to deal with the rush of passengers for attending the Asiad Games and a large number of coaches were inducted into this system to cater to the immediate needs. As soon as the Aslad rush was over based on actual patronage on long term basis of the Ring Railway, the required coaches were kept while others were transferred to Calcutta to meet the very heavy over-crowding.

(c) and (d) To make fuller utilisation of the Ring Railway system, a specific Committee had been set up by the Planning Commission—Dalvi Committee—who have made several recommendations. The chief among that being the extension of the Ring Railway to the radial urban aglomerates of Ghaziabad and Palwal. The Railway is vigorously following up on that consonant with the availability of requisite resources in coordination with the Planning Commission and the Ministry of Works & Housing.

DR. LOKESH CHANDRA: Mr. Deputy Chairman, Sir, from the reply given by the Minister, two points are implicit. One is that the disinclination of the commuters to patronise the bimodal form of transport has been responsible for the dwindling usage of the Ring Railway system. He goes on to say that the Ring Railway was completed in the first place for attending the Asiad Games. I do not know why the Minister has omitted to say that the Ring Railway was primarily constructed for easing the tensions on the Delhi bus system. In the Report of the Railway Reforms Committee, Part I, Page 54, para 8.4, it is said that the Ring Railway system was carrying about 9,000 passengers daily prior to electrification. This figure has gone down to 6,000 passengers after electrification. The main reasons are: high fare structure, inadequate arrangements for rail-road transfer; and the absence of direct access to the central business districts. Will the Minister be pleased to inform the House whether he is going to take into account the original motivation for the construction of the Ring Railway in Delhi, and how the original intentions to connect the Ring Railway with the bus system will be effected and further to see that it is connected with the central business districts like the Central Secretariat, besides providing convenient access to intra-urban Delhi corridor? What steps does he contemplate to bring about these three major changes which are substantial for the operation of the Ring Railway?

†The question was actually asked on the floor of the House by Dr. Lokesh Chandra